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## Automobile News

Officials of the Sheephead Bay Speedway are already beginning to be besieged with applications for boxes, seats and parking spaces for the opening race on October 2. So large is the number of applications and inquiries that the management has already been forced to make arrangements to handle them. Accordingly a ticket office will be opened on August 1 at 1636 Broadway. It is located between 53rd and 54th streets, not only in the heart of automobile row, but convenient to the hotel and theatre district as well.

Inquiries come not only from individuals but from clubs as well. It is evident that not only in New England and the eastern states will club runs be organized with the Sheephead Bay inaugural race as their objective point, but that the middle west will also promote race going tours for the Wolverine Automobile club is planning a run that will land the caravan from the motor car building metropolis in town early enough for the Detroit mechanical sharp to witness as well the elimination trials, which will begin on September 24.

A noteworthy contingent of visitors who will come to the Sheephead Bay race by motor caravan, will be the contenders in the big team reliability contest which is being promoted by C. G. Sinsabaugh, editor of Motor. His teams are being formed to represent New York, Philadelphia and Baltimore. It is probable that Chicago, Boston, Buffalo and Cleveland also will compete.

The contest will start at Washington and continue through Baltimore and Philadelphia to this city. Mr. Sinsabaugh has arranged the time schedule so as to land the contestants in New York in time for the start. It is his belief that the competitors will be accompanied by a big escort of non-competing race-bound caravan from the cities and towns enroute.

In this connection it may be noted that owners, makers and drivers are already asking for entry blanks. They may be had not only from Everard Thompson, general manager of the Sheephead Bay Speedway Corporation, 17 Battery place, but also from James C. Nichols, 1671 Broadway, and Fred J. Wagner, Room 514, U. S. Rubber Building, 1790 Broadway. Descriptive blanks for Minneapolis, Des Moines and Elgin may also be obtained.

### Spark Plug Leakage.

Spark plug leakage is a frequent and unsuspected source of power loss. Some plugs have a tendency to leak when very hot and for this reason it is well to make an occasional test by dropping a little oil around the packing joints and watching for bubbles. With a good plug such leakage can usually be observed by taking up on the packing gland.

As a rule, owners of electric vehicles show their wisdom by leaving the care of the storage batteries to those who have had experience with them. But there are a few things that are of particular importance to those who either have or want to do their own tinkering. One of them is to prevent from putting acid in the electrolyte to bring it up to the proper hydrometer test. A cell that tests on low in acid usually needs a long slow "soaking" or overcharging, which has the effect of driving the acid out of the plates into the solution, and so bringing up the reading. Acid should not be added unless the reading cannot otherwise be brought up.

### Curing Engines of Smoking.

Engines that have serious smoking proclivities frequently can be permanently cured by converting the packing ring into a wiper. This is done in effect by drilling a series of very small holes into the interior of the piston through a small chamber that has previously been filed around the lower edge of the lower ring slot. This permits oil that is scraped off the cylinder wall by the downward movement of the piston to drain through into the interior of the piston. Instead of accumulating in a very small sort of bank and finding its only escape between the ring and the cylinder. In making the chamber care should be taken not to risk the loss of a proper seating. The holes should not be over one-sixteenth inch in diameter, and should be drilled at an angle of about 45 degrees to the axis of the cylinder.

### New Auto Signals.

It is said by many that the new signal code, now originated by a Middletown, O., concern will revolutionize traffic everywhere. The signals are simplicity itself. The motorist is to sound one blast for "straight ahead," two for a stop; three for a "turn to the right," and four for a "turn to the left."

"If these signals are adopted generally," said C. H. Murray, president of the company, "traffic troubles will be at an end, and the tourist will no longer be confused by finding a different set of traffic regulations in every city he visits. All the police, firemen, and motorists will understand this simple code. Under present conditions, many drivers are not familiar with the traffic regulations in their own town, much less in other cities, and there are frequent accidents and arrests."

"If everyone understand that one blast meant that the car could proceed straight ahead, the traffic crossing would soon disappear. The traffic officers would find their work much easier and the motorists invariably in front, behind and all around the machine signaling would know in which way it intended going. The present system, which comprehends silence, or sounding the signal any number of times without and meaning or indicating with the right hand, which way you are going to turn, is not only child-like but very inefficient."

### AUTOS IN WARFARE.

The observation car is an important unit at the front. Both sides make extensive use of it. The Scotsman. The Germans seem to prefer a car fitted with an extended ladder, after the manner of a fire escape, and the observer, perched on the rungs of the ladder, is raised by engine power to a height of about thirty-five feet from the ground. The attitude is modest, but on the plains of the western theatre it makes much valuable information obtainable. The French method is more elaborate. Man-lifting kites replace the extended ladder, and the observer is carried in a basket suspended below the kites and views things from a greater altitude than the German observer. The French system involves the use of substantial motor vehicle, capable of drawing a light trailer, and the two together provide accommodation for a sufficient number of men and for the whole of the kite equipment.

When the apparatus gets to work, the first series of kites is sent up, and to these is connected a wire rope, which forms a temporary aerial roadway, and on which is run a little trolley with the basket car attached. The trolley is drawn up by means of a second series of kites, and the two series are both controlled by the engine power of the car, through special winding drums, the arrangement being similar to that employed in connection with captive balloons.

By using engine power, the cable connected to both series of kites can be drawn at the rate of 600 feet per minute, which has the double advantage of making it possible to pull the observer down quickly out of any danger from gunfire that may arise, and of allowing a sufficient air pressure to be concentrated on the lifting surfaces of the kites to prevent a sudden fall.

### Apaches of the Road.

The woman Apache is hard to handle. Because of her sex she feels that deference is due her on the road—all men must take to the gutters. She uses the middle of the road instead of keeping on the proper side, and the discomfort of every car she meets. But the meanest of all is the official Apache of the road. Who hasn't seen him? He is a city plate-holder. He thinks he owns the earth. His business is no more important than anybody else's, but he imagines he must get there a mile a minute. And the policeman whose business it is to see that all traffic laws are obeyed salutes him and yields at other people to get out of the way.

No man who keeps within a speed of thirty-five miles an hour in the open country and observes city speed rules can be called reckless. Fastest of them, he is an Apache to be shunned by all reputable automobilists. At more than thirty-five miles the man at the wheel cannot handle the car properly, because he doesn't know what he is doing. He can't stop short enough to provide for the safety of the occupants of his car or of any car he is apt to meet. On curves at a faster speed it is impossible for him to see the danger ahead. He is sufficiently far enough over on the right side of the road to pass in safety.

Our standard roads are sixteen feet in width. This gives eight feet for each car in passing. At more than thirty-five miles an hour a car has a way in rounding a curve that will not leave clearance for the fellow coming in the other direction and observing all the rules of the road. The danger of these roads is not banked high enough at curves to prevent swaying and skidding if a car is going at a greater speed, and the result is that the luckless automobilist coming from the opposite direction is upset—or worse.

You may be sure that the Apache who violates this essential of safety for the other fellow is also the one who ignores all danger signals on the road. When he does he cuts to the right. He belongs most likely, to that seven per cent of automobilists who run away after the accident and are never caught again. These cases average two a week in New York. In fact, there are less than sixty arrests to every thousand accidents, and then only a small percentage of convictions even in these.

The remedy lies in strongly enforcing the speed laws in the old observance of all traffic rules. Failure to do this should result in the suspension and annulment of licenses. Everybody who drives a car should be licensed, so that the privilege could be taken away in case of reckless driving. This obtains in New Jersey, Connecticut and Massachusetts, and in many other states further removed. The number of accidents due to reckless driving. In New York only a professional chauffeur requires a license.

Since January 1 in this state we have had 4,000 arrests for reckless driving. The great majority of these cases have resulted in the mere imposition of the minimum fine of \$25, and the road-burning still goes on everywhere. It will never be ended until every one is licensed everywhere, and the result of reckless driving, suspension and forfeiture of license is inaugurated from one end of the country to the other.

Then we will be rid of the Apache of the road. And the other hundreds of thousands of reckless automobilists may then enjoy their cars without fear that at the next curve they will be run down by some maniac who has no thought for the safety of others, not even his own.—New York paper.

### Autos and Trolley Cars.

Hiram Percy Maxim, the famous inventor, writes as follows to the Hartford Times:

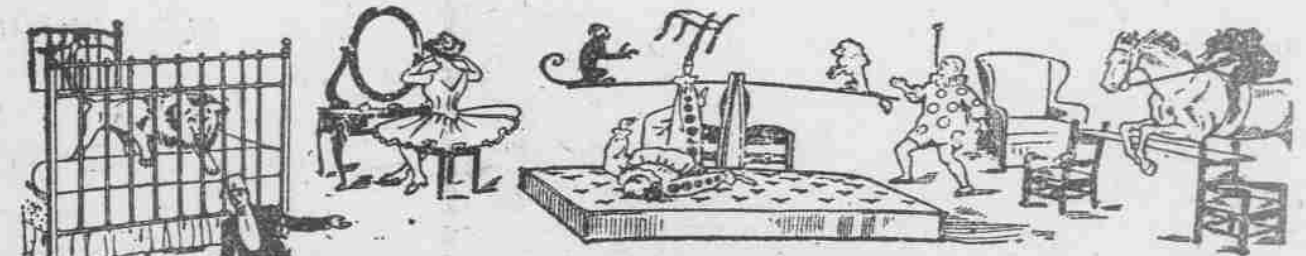
As a result of a few months' experience with the automobile law prohibiting automobiles from running on the street, I am led to make the following comments, especially as you frequently devote editorial space to the subject.

I use Farmington avenue out to Prospect avenue four times a day when I am in Hartford. I also use Albany avenue frequently, and, of course, Main street. I have seen Farmington avenue in the morning and going out in the evening, there will be every morning a time when from six to twenty automobiles will be jammed behind a street car. It seems to occur when an automobile with a careful driver happens to come even with a street car at some little distance out the avenue. The careful driver will stop each time the car stops and will not drive recklessly in order to pass the car. Furthermore, he usually will not take chances in passing through between the car and a standing automobile at the curb. The clearance is very small and, at the speed necessary to get by the street car, it is a bit ticklish.

When this careful driver and a street car happen to come together on their way downtown, it always makes a large number of automobiles by the time the street car reaches Silgurney street or Broad street. I have frequently seen a veritable jam between Flower street and Broad street, and extremely dangerous situations.

This law, of course, prohibits us passing around the off side of the car, no matter how the street car may be. This seems to be about the only place we can hope to look for a solution of our difficulty, and it is getting to be considerable of a difficulty to get by. It is imperative, up to a certain limit, that we users of automobiles should give the street car passenger a chance to safely get off to get on the common sense of us used to lack common sense it is necessary to broadly prohibit passing a standing trolley car. It seems unnecessary to the ordinary automobile driver, but practice has proven

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## HOW LORD KITCHENER RAISED BIG ARMY

In the July American Magazine there is an exceedingly important article entitled "Lord Kitchener's Great Bluff." It is a report of how England has secretly raised an army four times as big as she has admitted. The details of the story include an interesting account of the tremendous part that advertising played in persuading men to enlist.

The author if the article is J. Herbert Duckworth, of whom the editors of The American Magazine say in a note:

"Mr. Duckworth is an Englishman belonging to a family of well known London and Liverpool journalists, but for the past ten years, with the exception of two years in London, he has lived, most of the time, in New York, where he has been connected with newspapers. At the outbreak of the war he went to England, where he has remained most of the time. During the winter, because of his unusual opportunities for getting inside information pertaining to England's part in the war, he came confidentially into possession of the facts in this article. On account of the strict censorship imposed by Lord Kitchener, no English journal has published them, and, in truth, few Englishmen have known most of the time. Indeed, Mr. Duckworth himself has been unwilling, until now, to communicate publicly what he has learned."

Following is a brief extract from Mr. Duckworth's article:  
"How Kitchener's Army was secretly increased from one million to four million men right under the very noses of the ubiquitous German spies is one of the most amazing stories of the war."

"This grim joke on the Kaiser was concocted by Lord Kitchener himself. He commanded most of the time of the press to assist him to carry out the great bluff."

"When the British Secretary of State for War first conceived the idea of putting together four million men, he realized that it would be a grave strategic blunder to allow the enemy to know what was really afoot. Rather, the same should be to call for a million men, and then press agent the world with stories lamenting the fact that, at last, the British Empire was about to crumble up because the men of England had not the pluck to defend it. The scheme worked out admirably."

"The campaign of silence was conducted on strictly scientific lines. The newspaper editors were first warned that any indiscretion would mean a court martial, under the Defense of the Realm Act, on charges of having spread reports likely to interfere with the success of His Majesty's Forces. They were instructed to publish only the recruiting returns sent out by the War Office. Independent census-taking was strictly forbidden. All articles on the new army, and even pictures of soldiers, had first to be submitted to the censor. A permit was required even to own a camera."

"One London editor refused to 'stay put.' He published a picture of some soldiers without the permission of the censor. Lord Kitchener sent for the offender."

"A second indiscretion," he explained, "will mean a court martial and jail."

"On what charges?" stuttered the astonished editor.

"Never mind," answered Lord Kitchener, "we will clear the matter up first, and then the charges after the war is over."

"When it came to moving the new troops to France—extraordinary precautions were taken to mislead the

spies. The regiments were not all transported from Southampton to Boulogne or Havre. Instead they were shipped from what were really out-of-the-way and inconvenient ports—Bristol, Avonmouth, Cardiff, Swansea and Barrow, for example—to French ports as far from the firing line as St. Malo, Brest, and even Bordeaux on the west coast and Marseilles on the Mediterranean.

"Troop trains were invariably moved at night with drawn blinds. Oftentimes they were run half way around the country before being sneaked alongside a transport. Not even the officers were aware of their ultimate destination—whether it was to be France, Egypt, India, or the Dardanelles.

"The engine drivers were changed every twenty miles or so, and the captains of the troop ships received their final instructions by wireless after they had put to sea."

## EARL WILLIAMS, "MATINEE IDOL," IS COMING HERE

Earl Williams, the popular "movie" star, is making a whirlwind tour in vaudeville, appearing in an interesting monogram, relative to the motion picture business and his part in it. Williams is one of the best known of the screen "matinee idols," and has starred in many film features. He will appear at Poli's, Tuesday night only, and a special added feature in the regular program.

## CHAUFFEURS' ASSOCIATION NEARING 100 MARK

One new member was received last night into Chapter No. 2, Connecticut Chauffeurs' Protective association. Including the members who will be initiated tonight, the total who will answer roll call will be 78. A special meeting will be held Monday evening, August 9, for the purpose of making some changes in the by-laws and appointing a new set of committees.

## SCHWABEN SOCIETY RECORDS ARTICLES OF INCORPORATION

The Bridgeport Schwaben Sick Benefit Society, Incorporated, of this city, has filed articles of association, at Hartford. The signers are: Charles G. Schwartz, Christian Rist, John J. Ruess, Martin Rau, John C. Schwarz, George A. Heninger and Louis F. Schweddie, all of this city.

## TO RECOMMEND NEW SEWERS AND WELLS

At its meeting last night the sewers committee of the common council decided to grant permission to the Bridgeport Metal Goods Co. to construct a sewer at Spruce street. The city will later pay the cost of the work less the assessment of the company. At the council meeting Monday night sewers will be recommended in Brothwell street and in Putnam street. Sewer wells are to be ordered placed at Park and Pearl streets and Pearl and Kossuth streets.